level of service is to be maintained. The basic radial system has limited capacity and trip movements to parts of the urban area other than the central business area seems more and more indirect as the urban area increases in size. The proposed loop thoroughfares will not necessarily carry large traffic volumes, but their function is to relieve congestion in the central area and to shorten travel times for intra-city movements.

The Central Business District Loop

Because of the off-center location of the Central Business District, the physical barriers imposed by the Tar River and railroad facilities, and the pattern of the of the basic street system, it is highly improbable that an effective loop circulation system can be economically developed in the central area. The primary traffic service in the Central Business District will be provided by Main Street and supplemented by Wilson Street, St. Andrew Street, St. James Street, Granville Street, Trade Street and Albemarle Avenue.

The Intermediate Loop

The importance of this loop to local traffic movements cannot be over emphasized. The proposed intermediate loop consists of a portion of St. James Street, an extension of St. James Street eastward and northward to connect to Secondary Road 1518, Secondary Road 1518, a short section of N.C. Highway 44, a new street between North Main Street and Pearl Street, Pearl Street, a new street between Pearl Street and Howard Avenue and a new street between Howard Avenue and St. James Street. The location of the proposed loop in the northwest section warrants further consideration during the detailing of the Thoroughfare Plan. A more detailed location study should be given to the proposed alignment of this loop and to an additional extension of this loop to connect with U.S. Highway 64.

The Outer Loop (Bypass)

The proposed outer loop extends from U.S. Highway 64 approximately four miles north of the town and connects into U.S. Highway 64 south of the Tar River in the vicinity of Market Street. In order to provide an adequate level of service, the proposed loop must have high-standard design characteristics.